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BIRTHS.

On the 10th July, at "The Avenue," Northam Road, Penang, the wife of A. L. DE MORNAY, of a son.

On the 15th July, at "Westbourne," Gilstead Hill, Singapore, the wife of W. M. MACBEAN, agent, Union Insurance Society of Canton, Ltd., of a daughter.

DEATHS.

On the 18th July, at Foochow, EMILY CLARA CONN, the infant daughter of G. STEENSEN, H.G.M.'s Consul. (2120)

On the 23rd July, at Nagasaki, DAVID McVIRTHE, late of engineer, Indo-China S. N. Co. s.s. *Ewang*, aged 40 years. (2121)

The Daily Press.

HONGKONG OFFICE: 14, DES VOUX ROAD. LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 24th July, 1903.

DR. CHALMERS MITCHELL, the well-known medical and biological writer who has lately been elected Secretary of the Zoological Society in London, discussed recently a tendency in mankind, which he ventured to forecast, to press forward from the temperate regions toward the tropics. The two vital considerations necessitating this movement Dr. MITCHELL sees in the question of fuel and food. The fuel question is still so far a matter for the distant future that we have no need to think of the day when we must look to the sun for our supply of heat and energy; but already the reserve of food is so small that the world may be said to be living on its food income. The latter being directly dependent on the sun, argues Dr. MITCHELL, man may at no distant date be driven to those regions where the supply of solar energy is greatest and most constant. What, he asks, will be man's conditions of life and well-being when he gets to the tropics? At present fevers, malaria, and diseases of the liver, the blood, and the skin attack the white man who ventures to the tropics; but, after all, why are these worse than tubercle, the pneumonitis, the rheumatism which afflict the black man who comes to the white man's country? A few generations of natural selection would

render the white man as immune to malaria, for example, as the negro. This brings us to an interesting subject, that of the battle with malaria, which of all the ills mentioned above must be considered the most serious against which the white man has to fight. A Parliamentary paper has just been issued containing "papers relating to the investigation of malaria and other tropical diseases and the establishment of schools of tropical medicine," commencing with a circular despatch addressed by Mr. CHAMBERLAIN to the Governors of all British Colonies on the 28th May, in which the progress of malaria investigation and of the training of medical officers in the treatment and prevention of tropical disease is reviewed. It was owing largely to Dr. PATRICK MANSON, whose name is very familiar in Hongkong, that the attention of Mr. CHAMBERLAIN was definitely directed to the importance of scientific enquiry into the causes of malaria and of special education in tropical medicine for the medical officers of Crown Colonies. This was toward the end of the year 1897. In pursuance of the second of these objects, says the Colonial Secretary, it seemed advisable (1) that a special training school in tropical medicine should be established; (2) that the leading British medical schools should be induced to give greater prominence in their schemes of study to tropical medicine; (3) that the periodical reports sent in from the tropical Colonies and Protectorates should be recast on one uniform type designed to throw light on the prevailing tropical diseases. The result of the Colonial Office's negotiations was the opening in November, 1899, of a tropical school in the branch hospital of the Seamen's Society at the Albert Docks. Shortly before, an excellently equipped school of tropical diseases had been established at University College, Liverpool, which has been placed on the same footing as the London school. The result of the establishment of these schools is already that medical men selected for foreign appointments enter now upon their duties with special knowledge of the maladies with which they have to deal. Naturally such success could not be attained without considerable expenditure of money, and now the managers of the London school contemplate improvements and extensions which are estimated to cost about £12,000. Of this, says Mr. CHAMBERLAIN, no more than £3,000 is at present available. "The Governments of

support Hongkong, which suffers so severely from malaria, furnishes for the theory which Africa and India seem conclusively to prove."

We call our readers' attention to the letter appearing in another column over the signature of Mr. E. A. HEWITT with reference to the formation of a society for the prevention of cruelty to animals in Hongkong. We cordially endorse all that Mr. HEWITT says and trust that it will be possible to overcome the difficulty of finding someone with sufficient leisure to undertake the duties of secretary. The question of starting such a society was mooted in Hongkong some years ago, but owing, no doubt, to the difficulty mentioned nothing resulted. Yet the need is a crying one. We have, moreover, the success of a similar society in Shanghai, with which Mr. HEWITT was connected prominently, we believe, to spur us on to effort. We hope that the appeal will not be made in vain.

Only one case of plague was notified during the day ended at noon yesterday, that of a Chinese at 3, Shing Wong Street, who died. The total for the year is 1,360.

Alterations in the published programme of the Polo Club's Gymkhana, to be held on the Race-course (weather permitting) on Saturday, the 1st prox., at 4 p.m., are notified in another column. A pari-mutuel will be held on the Course, and the band of the 33rd Burma Infantry will be

The police reported yesterday that a Chinaman was killed in the Cosmopolitan Dock on the previous day. He was working on a staging slung over the side of the U.S. transport *Summer*, and one of the suspending ropes gave way, the unfortunate man being precipitated to the bottom of the dry dock in which the vessel was lying and killed.

A telegram received in Hongkong yesterday announces the death, at Nagasaki, in his 48th year, of Mr. David McMurray, chief engineer of the Indo-China S.N. Co.'s *Ewang*. Mr. McMurray, who is a native of Dumfries, Scotland, had been out East eighteen years, and was highly respected both here and in Shanghai. He had a connection of twelve years with the Indo-China Co.'s steamers, previously being with the Mitsu Bussan Kaisha.

Oxford's victory over Cambridge in the University Cricket Match by 268 runs, which we reported yesterday, is one of the heaviest on record in the series. In 1833 Cambridge won by a margin of 2 less—265—and in 1859 by an margin of 2 more—271. *Ewang* will be in Cambridge in 1876 and Oxford in 1899. The impression this year seems to have been that Cambridge should win, but evidently some of the Oxford team improved on their earlier performances.

Rear-Admiral the Hon. A. G. Curzon Howe, the new second in command of the China Squadron, is a descendant of the great Lord Howe, the anniversary of whose victory off Ushant was celebrated on the 1st ult. Not yet 63 years old, he is a member of three British orders, and a Commander of the Legion of Honour. He was first lieutenant of the *Bacchante*, which took the two sons of the King around the world, was an A.D.C. to the late Queen, and at one time flew the broad pennant of a commodore when in charge of the fleet protecting the Newfoundland fisheries.

On the 13th inst. at the Singapore Assizes, the case of Tan Liew Chwee and An Moh San, charged with using forged drafts for \$17,000 whereby the Hongkong and Shanghai Banking Corporation was cheated, was concluded. The jury listened to a very exhaustive summing-up by the Chief Justice, retired, and after a brief consideration unanimously found both the prisoners guilty. In passing sentence, his Lordship said the charges were undoubtedly clearly proved. He gave Liew Chwee five years' rigorous imprisonment; and Moh San, who was the instigator, seven years' rigorous imprisonment.

A correspondent writing on rats and plague in an Indian paper says:—All rerudescences of plague begin about September and diminish toward the close of the hot season. This appears to coincide with the breeding season of the rats who go on actively propagating their kind all the monsoon. Thus a large army of young rats are ready to go forth at the close of the rains carrying in their claws the plague, the land, by means of the pestiferous exhalations emanating from their plague-stricken bodies. Now that we know how plague is spread no time should be lost in getting it under control. This can best be done by well-organized measures for the destruction of rats during the monsoon.

On the 6th ult., Chu Nai Chip, a porteur, was selling ult. *Chu Nai* book and paper printed in Chinese, at Ellerslie Market, Singapore. One Ng Yeng Siah purchased things to the value of 70 cents, and took Chu to a house in Carpenter Street to get the money. There the man was assaulted, two black marks were drawn across his face in the form of a \times and his touzhang was cut off. A warrant was obtained against Ng and he was arrested. The case was being investigated by Mr. Boaty. Mr. Peacock had to remonstrate the hearing. Last week, Mr. Khoy, who was retained for the defence, called witnesses whose statements were too strong for the prosecution, and the defendant was discharged. The story, as given in the Straits

Mr. Wm. Farmer, the proprietor, has taken over the management of the Macao (late Hongkong) Hotel, Mr. E. G. Jordan having resigned.

A boat loaded with 800 boxes of petroleum arrived at the mouth of the Chantaboon river from Bangkok at the beginning of the month. It was there struck by lightning and entirely burned up, the loss, which fell on the Chinese owner, being over 100 catties. Though the boat had reached Paknam, Chantaboon, it was fortunately lying well away from all buildings, so that no other damage was done.

The Singapore Opium and Spirit Farm for the next three years has been authoritatively confirmed to the present holders who bid \$470,000 a month. The Straits Government will receive \$465,000 of the amount, the odd \$5,000 going as a bonus to Johore. The Johore Farm was let for \$85,000, with which the bonus, brings the figure to \$10,000 per month. The Malacca Farm is retained by the present farmer who bid \$31,000 a month for it.

By permission of Major Radcliff and officers, the band of the 33rd Burma Infantry will play at the Hongkong Hotel to-night from 8 to 9.30. The following is the programme:—

March..... "Soldiers of the King,"..... Howitt Overture "Der Koenig's Lieutenant,"..... Emil Till Selection "The Lady Slavey,"..... Crook Cavatina "Lucia di Lammermoor,"..... Donizetti Selection "National Song of Germany,"..... Kappay Waltz..... "Hansel and Gretel,"..... Bucalossi Gavotte..... "Masquerade,"..... Paul Zahl "God Save the King."

The *Foochow Echo* says:—We learn of some radical changes having taken place in the constitution of the Foreign Board here. The Hon. Taotai Cheng Jung Shu, who has been on the Board for many years, has been called to assist H. E. Yuen Shikai at Tientsin and has left for that port. The Hon. Taotai Li Kwo Leo, after being on the Board for a year and a half, has been appointed to attend the World's Fairs of Osaka, Japan, and St. Louis, U.S.A. The Hon. Lu Hsueh Ling, the Salt Taotai, is now appointed to the charge of Foreign Affairs with H. E. the Viceroy and the Tartar General. The newly appointed Viceroy is not expected to be here for two or three months yet.

In the Russian Post Office a watchful eye is kept on all newspapers and magazines, and any matter officially considered objectionable is ruthlessly "blacked out." A similar surveillance is extended to private correspondence. The task thus undertaken is a gigantic one, but the Russian official system has proved itself equal to the undertaking. In every post-office of importance there are officials who form what is called the "Black Cabinet," whose duty it is to examine the letters received. According to the system followed in the Moscow post-office all the letters are handed over to the "Black Cabinet." Then one official sorts out all those which are

third arranges the remainder in little heaps, and then draws at random several letters from each heap. All the letters selected in these various ways are then opened and examined. In this ingenious way the Russian Government strives to keep a continual check on the free intercourse of its subjects, and it is not surprising that "underground" means of communication have been developed.

A Rugby football team left England for the Cape last month. All four portions of the United Kingdom are represented, and there are 12 of the team who have already won their caps in the International matches at home. Matches will be played in Cape Colony, Natal, the Orange River Colony, the Transvaal, and Rhodesia. The team consists of:—E. M. Harrison (Guy's Hospital and Middlesex), hook; R. T. Skrimshire (Blackheath and Wales), A. E. Head (Cambridge University, Leicester, and Midland Counties), E. F. Walker (Leeds and Middlesex), J. G. Davidson (Ireland), and G. F. Collett (Gloucester and Cambridge University), three-quarter backs; J. Gillespie (Scotland), R. Nell (Ireland), R. H. Morrison (Scotland), half-backs; Mark Morrison (Scotland), D. E. Bedell-Sivright (Cambridge University and Scotland), W. P. Scott (Scotland), Frank Stout (Gloucester, Richmond, and England), James Wallace (Ireland), Joseph Wallace (Ireland), A. Teiford (Ireland), K. S. Smyth (Ireland), T. A. Gibson (Cambridge University and Northumberland), W. T. Cave (Cambridge University, Blackheath, and Kent), and J. C. Hosack (Edinburgh Wanderers).

A very curious incident showing that Simla servants are capable of occurring, says the *Rangoon Gazette*. A gentleman and his wife went out of Simla for a few days, taking his servants with him and leaving his house in charge of a bearer. While he was away a *chepur* who had been dismissed from his service came to him and told him that the bearer was giving a *burra khana* to ten of his friends in the *chabutro* of the house. The gentleman at first refused to credit this story, thinking it to be merely a tale. The *chepur* persisted in his story, extorting the cabin to come back to Simla at once. Accordingly they came in suddenly, arriving in Simla after dark, when what was the surprise of the gentleman in question to find his house brilliantly lighted up, and when he entered it he found the bearer and his chums seated at table in the dining room with the contents of the fowl house before them, china, glass and cutlery all set out, and flowers in vases, exactly as if it were a dinner party of his own. Champagne and other wines were poured out and the guests had been partaking of them as well as smoking his choice cigars and cigarettes. These men were arrested by the police then and there, and placed on trial before the Deputy

Magistrate. The *chepur* persisted in his story, extorting the cabin to come back to Simla at once. Accordingly they came in suddenly, arriving in Simla after dark, when what was the surprise of the gentleman in question to find his house brilliantly lighted up, and when he entered it he found the bearer and his chums seated at table in the dining room with the contents of the fowl house before them, china, glass and cutlery all set out, and flowers in vases, exactly as if it were a dinner party of his own. Champagne and other wines were poured out and the guests had been partaking of them as well as smoking his choice cigars and cigarettes. These men were arrested by the police then and there, and placed on trial before the Deputy

Sir Ernest Satow arrived at Simla on the 7th instant and was to leave on the 14th.

General Dorward has approved of the medal for long service and good conduct being awarded to C. S. Major Francois, R. E., and C. Q. M. Sergt. McBratney, R. A., Singapore.

The ex-Sultan Abdullah of Perak has been accorded permission by the Secretary of State to return to Perak, from which he was exiled some 23 years ago in connection with the assassination of Mr. J. W. Birch, the first British Resident.

A Seoul telegram of the 14th inst. says that the officers of the Chinese Imperial Household in consultation with the Cabinet have agreed upon the policy of opening Wiju, and the question is to be finally disposed of as soon as the Foreign Minister resumes duty.

The *Straits Times* understands that Sir Frank Swettenham has accepted Towkay Lake Yew's generous offer of \$50,000, and has promised that the Towkay's wishes, for either providing better accommodation for passengers quarantined at St. John's Island, or establishing a new Pauper Hospital for the poorer classes of Chinese in Singapore, will be complied with.

A writer in the *Naval and Military Record* says:—Sir E. H. Seymour now belongs to Devonport, but he was flag-captain to Sir G. O. Willes at Portsmouth. In the darkest days of the China crisis the present writer casually met the late admiral and asked his opinion as to the outlook. "It's all right," he replied: "Admiral Seymour is in command." The confidence of the late Sir G. O. Willes has been confirmed by the Order of Merit from the King and the LL.D. from Cambridge.

NEW COALING STATION FOR THE U.S. NAVY.

Admiral Dewey, as President of the General Board, has made a report to Secretary Moody recommending the immediate establishment of a coaling station at Dutch Harbour, Alaska, and the erection there of a coaling depot, with an initial capacity of 5,000 tons. The estimated cost of the work is about \$1,000,000. The money is now available. Believing the establishment of a coal depot at this strategic point will strengthen the United States on the Pacific Ocean, the President has heartily approved the plan, and preliminary steps in the work have been taken already. Dutch Harbour is located direct commercial route between the ports of Bering Sea and Southern Alaska and the Pacific Coast of the United States. It is also in the line of steamers passing through the Unalaska Pass, most of which make Dutch Harbour a port of call. Its use as a coal depot site was first recommended by Rear-Admiral Bradford, chief of the Bureau of Equipment. His recommendation was referred to the General Board, and is now about to be executed according to his plan. Dutch Harbour will form the fifth in the chain of coal depots along the Pacific Coast, which will begin at San Diego, and include San Francisco, Puget Sound, and Sitka. Honolulu is the sixth in the chain, and Guam, possibly, may be added to the list. In recommending Dutch Harbour as a site for a coal depot the General Board had in mind the fact that there is no coal suitable for naval purposes mined anywhere within some thousands of miles.

THE NEW BATTLESHIP.

H.M.S. *Vengeance* arrived at Singapore on the 17th inst. and will soon be in Hongkong harbour. A sister-ship of H.M.S. *Goliath*, she was built by Vickers at Barrow at a cost of £880,872, being completed in 1901. Her figures are:—Displacement 12,950 tons; l.p. 13,500 (Belle Vue); armour, belt 8in., deck 2in., bulkhead 12in., gun-position (heavy) 12.5in., (secondary) 5in., all except deck armour Harveyised steel; guns, four 12in., twelve 12-pr., six 3-pr., 8 machine guns, torpedo-tubes, 4; speed, 18.5 knots. The following is her complement of officers:—

Captain Leslie C. Stuart, C.M.G., Commander; Frederick C. H. Allenby, Lieutenant; Judge D'Arcy Gerald, W. Vivian, David T. Norris, Stanley L. Willis, Albert M. H. Phillips, Frank R. Willis, Gerald C. Dickens, Duncan W. Rose, Lieut. R. N. R. Henry Birrell (act. Com. Waller Colman, Eng. Lieut. John D. Niles), Capt. R. M. A. Gerald, N. A. Harris, Lieuts. R. M. Harold, F. H. Strangell, Henry B. N. Fenton, Captain, Rev. Leopold H. Landmann, M.A., Staff-Surgeon Patrick B. Handyside, M.B., Staff-Paym. Herbert N. Dymott, Nav. Inst. John H. Edwards, B.A., Surgeon Henry C. Woolley, Sub-Lieut. Colin E. M. Law, Eng. Sub-Lieut. Harold E. Brook, Francis C. Kaydon, Harold F. Pocock, Charles J. B. Stoneman, Assist. Paym. Frederick C. V., Brown, Gunners, James E. Davy, Artificer H. Crompton, Boatswains Thomas Broderick, James Barry, Srg. Boatswain William T. Carlyle, Carpenter Thomas Merriman, Artificer Thomas F. Godfrey, Midshipmen Ernest T. Favell, Claud C. Dobson, Alexander G. Fleming, Ordock W. C. J. Nowell, Bernard Asworth, Walter R. M. Wynne, Edward C. F. Pennell, Arthur P. Saunders, Philip E. U. Townsend, John I. Hallett, Edwin G. Morris, Philip D. Crofton, Lionel C. Burnett, Frederic C. Lucas, Clerk, Frank L. Forsey.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

The barometer has risen over Japan and N. China, fallen in S. China.

CORRESPONDENCE
THE PREVENTION OF CRUELTY
TO ANIMALS.
TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 24th July.

Sir.—From time to time notices appear in the local Press of cases of cruelty to animals, and we have only too good reason for believing that whatever the actual merits or demerits of each individual case brought to the notice of the public may be, a very great amount of unnecessary and easily preventable cruelty takes place in our midst. For some time past enquiries have been made privately with a view to the formation of a local society for the prevention of cruelty to animals, but progress has been impossible owing to the difficulty in finding persons with sufficient leisure to undertake the duties of secretary. That a need exists for such a society will, I think, be generally admitted—this more readily so when is remembered the good work done by the Royal Society at home. If such a society is needed in Great Britain where for so many years past public sentiment has been educated to consider the humane treatment of animals, how much more must this be the case in a community such as this, largely composed of ignorant lower-class natives who neither by association nor training are restrained from the infliction of suffering upon dumb creation?

I feel convinced from the sympathy already expressed in various quarters that a society for the prevention of cruelty to animals will meet with the required support, once a definite scheme is put before the public, and I am encouraged in the belief that our Chinese friends will also readily join in the movement from the fact that charitable persons in the interior of China found and maintain asylums for orphans and sick animals. I now therefore venture to urge this question upon public notice through the local Press, and to ask those interested to take the matter up without delay in order that a society may be formed for the protection of our dumb friends.

While asking assistance from the public we must not ignore the good work done by the Government, which is fully alive to the necessity for putting down all forms of cruelty to animals, and the ample provision to deal with this evil provided for by the law; but as we know how greatly this good work is supplemented elsewhere by similar institutions we would wish to see in our Colony a like society. I feel sure it only needs a little energy on our part for us to do here what is being so worthily done in other parts of the Empire—Yours, etc.

EDBERT A. HEWETT.

A QUESTION OF TITLE.
TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 24th July.

Sir.—I notice in the report of the one of your evening contemporaries which gave a description last night of the ceremony at the Alice Maternity Hospital yesterday, the name occurs on the list on parchment buried beneath the foundation-stone of the "Hon." E. R. Bellios, whereas in your account the title does not occur. I am curious to know the reason for this discrepancy. Is there any question of the title of "Hon." for ex-members of the Legislative Council enduring for life?—Yours, etc.

ANON.

The official copy of the parchment list given to us showed the prefix "Hon." to Mr. E. R. Bellios's name, but thinking this merely an error we omitted it. It appears, however, that it did actually occur on the list which is to go down to posterity. We do not know who is responsible for the stupid blunder, which will doubtless cause more pain and annoyance to Mr. Bellios himself than to anyone. Of course temporary members of the Legislative Council in the past do not bear this title "Honourable" for life, and we are certain that the Government does not sanction continued use of such titles. We are surprised to find the mistake perpetuated at a ceremony like that of Thursday.—ED. D.P.

CANTON KIDNAPPING CASE.
TO THE EDITOR OF THE "DAILY PRESS."

Canton, 22nd July.

Sir.—I shall be much obliged if you will, through the medium of your paper, correct the widespread idea that the undersigned was responsible for the report of this case which appeared in your columns last week. The account was not in any way authorised by me nor are the facts of the matter accurately described, and I would further say that the Shuntak magistrate did not come to this office under the circumstances mentioned.—Yours, etc.

E. EDWARDS,
Gen. Agent for Canton and District,
New York Life Insurance Co.

Bacillus may be dead or alive—a very obvious and important fact. It applies to the bacillus *typhosus* which is, however, very hardy, and will survive (as has been repeatedly shown) a whole winter in the soil, especially if that soil has been "watered" with a little prepared milk or properly-made beef-tea. In the case of the bacillus *pestis*, the cause of plague, which the Macedonian insurgents declare that they possess it may reasonably be doubted how much harm may be done if the tubes are broken, and their contents scattered abroad. As far as we can see, it is not a matter to joke about, though many jokes have been made; but it is to be hoped that the nefarious suggestion may be powerless. *B. pestis* needs certain conditions of temperature and nourishment; and when its food supply has been exhausted in one tube, it must be skilfully transferred to another suitably prepared for its "palate"; for it is a dainty and delicate feeder.

SUPREME COURT.

Friday, 24th July.

BEFORE HIS HONOUR A. G. WISE
(PUNISHER JUDGE).

"TO STIR UP THE P.W.D."

Chau Chung Hop and others sued Chen Fuk for damages for breach of contract in connection with the pulling down of a wall. Mr. P. W. Goldring appeared for the plaintiffs and Mr. E. J. Grist for the defendant.

The case had been adjourned some time at the beginning of last month to allow the plaintiffs to pull down the wall. Nothing having been done up to the present time the case was put into yesterday's list, and the reasons that the plaintiffs gave for not having proceeded with the work was that they had been unable to obtain from the Public Works Department the necessary permission to pull down the wall, so that they had not been able to ascertain the amount of damage they had suffered by reason of the alleged breach of contract.

His Lordship said the plaintiffs must stir up the Public Works Department for the necessary permission. This was the last adjournment he would allow.

Mr. Goldring stated that the necessary permission had now been obtained from the Public Works Department and the work was in hand.

The case was further adjourned for a fortnight.

POLICE COURT.

Thursday, 23rd July.

BEFORE MR. T. SELCOMBE SMITH
(POLICE MAGISTRATE).

COMMITTED TO THE SESSIONS.

Eight men who were brought up by the Water Police on a charge of robbery and assault at Deep Bay were committed by his Worship to the Criminal Sessions for trial.

The affair appears to have been the outcome of a long-standing feud among the people living in the villages that lie round Deep Bay. These villages are situated in Chinese territory, but the waters of the bay are British. Every day a native boat carries passengers out from the shore to join a Hongkong launch, the *Lee Fat*, and the villagers have contended all along that so much toll per head should be paid in respect of these passengers, a demand which the owner of the launch and the boatmen very naturally refused to heed to. So acute did the dispute become at last that on Wednesday a party of villagers to the number of 30 or 40 went off in boats, armed with bamboo poles and iron hoses, and attacked the passenger-boat. They drove the master of the boat into the water, towed the craft on to the beach, broke her up and carried away the remains to be used for fire-wood; and they also beat the *foli* severely and left him lying on the shore.

The master of the boat came to Hongkong on the *Lee Fat* and lodged a complaint with Inspector Langley of the Water Police at Tsimshatsui, stating that the robbers had stolen \$10 belonging to him when they raided the boat.

The Inspector despatched Detective-Sergeant O'Sullivan to the scene in a police launch, and as a result of enquiries made these eight men were arrested in British waters. Sergeant O'Sullivan found the *foli* lying on the beach very badly injured and brought him back to Hongkong for treatment in the hospital.

Friday, 24th July.

GAMBLING RAID.

On Thursday night Inspector P. McNab with a party of police raided a gambling-house at 15, Second Street, West Point, and arrested thirteen men who were engaged in playing at *pa-kau*. The gambling-den was situated on the first floor. Two *tukongs* in plain clothes were first sent in, and a few minutes afterwards the inspector and the rest of the raiding party followed and succeeded in capturing the whole of the gang red-handed. The money and implements on the gambling-tables were seized.

His Worship sentenced the two masters of the house to pay fines of \$25 each with the alternative of one month's imprisonment, mulcted the others in \$2 each with the option of seven days' imprisonment, and ordered all the money and implements found on the tables to be forfeited.

THEFT.

The other day a native woman had her photograph taken in a place along Queen's Road Central, and for the purpose affixed herself to her Sunday best. The operation finished, she got into less pretentious garb, but in the act of dressing, dropped an opal ring on the floor. A coolie in the shop was the only one who noticed the ring, and he quietly picked it up and walked outside to a convenient pawnshop, where he pawned the article. The woman discovered her loss before she left the photographer's shop, and finding that all efforts to recover her property were unavailing she went to the Central Police Station and reported the matter. Her suspicious as told to the police lay in the right direction, and the coolie who pawned the ring was arrested. He at first denied the theft, and tried to fix the guilt on another coolie, but the pawnbroker established his identity, and he confessed.

His Worship sentenced him to three months' hard labour and a whipping of twelve strokes.

King Edward, it is said, paid no less than £30 last summer for what was described as being the best Panama hat in London that year. Saylor hats, however, have been sold for £100 and Mr. Jean de Ruzze, the famous tailor, is credited with having given £120 for his Panama.

The President of one of the South American Republics, however, has a hat for which it is reported he has refuted £150, while one which General Grant used at one time to wear cost

HONGKONG'S NAVAL DOCKYARD.

In the new issue of *Brassey's Naval Annual* we find the following remarks upon Hongkong's Dockyard:—

It is unnecessary to insist on the value of Hongkong as a naval base and as the centre of British trade in the China Seas. The shipping entered and cleared in 1900 aggregated over 14,000,000 tons. Including junks, the total amounted in 1901 to 19,325,000 tons. The scheme for the extension of Hongkong Dockyard has gradually grown, through successive Naval Works Acts, from a moderate proposal involving the expenditure of £340,000, to one on which it is estimated that £1,275,000 will be spent. The present yard will be increased from 42 to 39 acres and a tidal basin of 94 acres in extent will be constructed, having a depth of 30 ft. at low water springs, and with a total length of wharfage of 2,900 ft. The dry dock in course of construction will be 550 ft. in length on blocks, 95 ft. wide at entrance, 30 ft. over the sill at low water springs. Extensive workshops will be erected on land formed by reclamation.

There has been considerable difference of opinion as to whether it was better to extend the dockyard in its present position, or in the neighbourhood of the Kowloon Docks, which are situated on the mainland opposite the island.

In view of the fact that the Russians are concentrating a large proportion of their naval strength in Chinese waters it is obviously necessary that we should maintain at the China Station a squadron which, in conjunction with the Japanese Navy, would be of sufficient strength to deal with the Russian Fleet in case of hostilities. A dockyard at Hongkong is obviously a necessity, and together with the private resources it should be capable of dealing with the ordinary repairs of the squadron in time of peace. But, in view of the recently concluded alliance with Japan, it should have been possible to have made an arrangement with the Japanese by which their dockyards would have been available for His Majesty's ships in time of war. In addition, it should be remembered that Messrs. Butterfield & Swire are building private docks at Hongkong.

NAVAL GUNNERY.

The Naval and Military Record of the 13th ult. writes:—The *Vengeance*, one of our best shooting ships, has been ordered to relieve the *Goliath* at the China station, but this will make no appreciable difference to the fighting quality of Sir C. A. Bridge's force. Last week we showed how keen was the competition between the Mediterranean and China fleets, and how the *Formidable* had not only recovered its strength, but had become a rival to all-comers. Nevertheless, China still holds the palm. In 1900-1 the *Terrible* was the best ship in the Navy; in 1902 the *Ocean* began to show what could be done with the 12-inch gun and made a record of 17 hits for 25 rounds. We recently mentioned the fact that on the same station the *Goliath* had approached this record with 15 hits for 25 rounds. Now, however, the *Albion* has made 18 hits for 24 rounds. It is hardly necessary to point out that in each case the same time was allowed, nor is it necessary to point out that, just as we are making good our ground in naval gunnery the Admiralty are doing their best to keep the scores an official secret. We publish tables showing the comparative strength of fleets, though the figures convey no atom of idea to the human mind, from the simple fact that the men fight the ships and the ships do not fight the men, but we end avour fatuously to conceal from the public mind the capacity of the men in the ships to fight the enemy. And after all, that is what the nation pays thirty odd millions a year for. Any estimate of comparative strength is delusive if it eliminates the human element, and no ship is effective if the man behind the gun is a dummy.

CHURCH SERVICES.

S. JOHN'S CATHEDRAL.

26th July—7th Sunday after Trinity, Holy Communion (7.30 a.m.)

Matins (11 a.m.)

Responses, Ferial; Venite, Reingeale; Psalms, Paker, Armed, Greene and Helmors; Te Deum and Jubilate, Calkin in D; Anthem; "Lord of All Power and Might," Mason; Litany; Hymns, 7 and 175.

Evening (6.45 p.m.)

Responses, Ferial; Psalms, Barnby; Magnificat, Robinson in E flat (14th E.); Hymns, 239, 217, and 28; Vesper Hymn, Ward (No. 1).

Evening (6.30 p.m.)

Responses, Ferial; Psalms, Hopkins; Jubilate, Gregory; Hymns, 615, 605, and 1350.

Evening (6.30 p.m.)

Magnificat, Hawes; Nunc Dimittis, Barnby; Hymns, 416, 615, 472, and 370.

The Church launch *Dangerous* will call on ships carrying white crews between 9.15 and 10.30 a.m. and between 5.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6); to bring friends ashore to the services, returning afterwards.

The Answering Pemant is the call flag. All the sittings are free and unappropriated. Visitors welcome. Books & provided. Sunday School 10—10.45 a.m.

S. PETER'S CHURCH.

Queen's Road West.

Matins (11 a.m.)

Venite, Hopkins; Te Deum; Lawes; Jubilate, Gregory; Hymns, 409, 615, 605, and 1350.

Evening (6.30 p.m.)

Magnificat, Hawes; Nunc Dimittis, Barnby; Hymns, 416, 615, 472, and 370.

The Church launch *Dangerous* will call on ships carrying white crews between 9.15 and 10.30 a.m. and between 5.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6); to bring friends ashore to the services, returning afterwards.

The Answering Pemant is the call flag. All the sittings are free and unappropriated. Visitors welcome. Books & provided. Sunday School 10—10.45 a.m.

GOSPEL HALL.

Arsenal Street, Top Floor, off Queen's Road East.

Meetings are held as follows:—Sunday—Gospel Address, 6 p.m.

Tuesday—Soldiers' and Sailors' Bible Class, 6 p.m.

Thursday—General Bible Class, 6 p.m.

Saturday—Prayer Meeting, 6 p.m.

Here is some Eskimo philosophy:—

You cannot eat your candle and burn it too.

A whale in the pantry is worth two in the sea.

Many an honest heart beats beneath a seal-skin jacket.

It is a long polar expedition that has no turning.

It takes a good man to stand in a slippery place.

Never look a gift walrus in the teeth.

Where there is so much grease there must be some blubber.

FIRE AT BANGKOK.

NAKED ESCAPE OF THE "TEMPLE OF THE TOOTH."

On the night of the 9th inst. Siam was on the verge of a national calamity which only providential circumstances averted. By some unaccountable means, the *Siamese Observer* says, fire broke out at about half-past nine o'clock in the evening in the Phra Buddha Prang, in the compound of Wat Phra Keo, and consequently, within the walls of is in very close proximity to the Grand Palace. The smoke was first observed issuing from the dome of the beautifully moulded and decorated pagoda which surrounds the Phra Buddha Prang. Ere many minutes, the entire populace of the district was doing its utmost to cope with the outbreak. There was considerable danger of the fire reaching the "Temple of the Emerald Buddha," which is separated only by a narrow pathway from the ignited building, and the first thought of those in charge was the safety of the world-renowned Emerald Buddha and others of the valuable treasures and records of ages which are housed there. These objects were fortunately accomplished in safety.

In Bangkok now fugitives are posted at different parts to sound the alarm in case of fire.

The trumpet sounded several rousing blasts and accompanied as they were by the firing of guns, served to bring the different fire-brigades to the spot in a remarkably short space of time. Everything having been set going, copious streams of water were poured on the burning building. It was lucky that at the time there was not much of value stored in the building, and all the movables that it was possible to save were quickly removed including the Buddhist *lana books* (Bible). The roofs of the east and west wings fell in with a great crash and sent showers of sparks up into the air.

It was fortunate that scarcely a breath of air stirred to carry the sparks to the adjoining properties; otherwise damage of an irretrievable nature would have been done. The firemen got the mastery of the flames about three o'clock, after the east, west and south wings of the building had been reduced to ashes, leaving only the blackened walls and pillars standing. The dome, itself, being of solid brickwork and mortar, remained intact, but underneath it the beautiful interior was a

blackened ruin.

There are two theories in currency regarding the outbreak, the *Observer* says. One is that owing to some derangement of the electric wires attached to the roof of the Wat the dome caught fire. Another story is that, the day being the third of Buddhist Lent, offerings were duly made to the priests and that one of the candles burning beside the *poons* upset and caused the outbreak. But it was stated that no one was in the building when the fire occurred.

Nevertheless, China still holds the palm. In 1900-1 the *Terrible* was the best ship in the Navy. In 1902 the *Ocean* began to show what could be done with the 12-inch gun and made a record of 17 hits for 25 rounds.

We recently mentioned the fact that on the same station the *Goliath* had approached this record with 15 hits for 25 rounds. Now, however, the *Albion* has made 18 hits for 24 rounds.

It is hardly necessary to point out that, just as we are making good our ground in naval gunnery the Admiralty are doing their best to keep the scores an official secret.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matter to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 6th Ed.

Letter.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

BEKANNTMACHUNG.

DER Bischöfliche Prokurator der Firma SIEMENSS & CO. in Hongkong. Herr ERNST OTTO STRUCKMEYER ist am 1. Januar 1893 als Theilhaber in die Gesellschaft eingetreten.

Canton, den 5. Juli 1903.

KAIERLICHES KONSULAT.

[2111]

WANTED.

FOR Tripeh, Formosa, an Experienced EUROPEAN CLERK for General Office Work. Good Salary.

Applications, giving full particulars, to be addressed to—

TAIPEH.

Care of Daily Press Office.

Hongkong, 25th July, 1903. [2115]

WANTED.

FROM 1st September, TWO AIRY ROOMS, BATH ROOM, and KITCHEN in Central Locality or Kowloon. Please state Rent.

Apply by letter to—

M. B.

Care of Daily Press Office.

Hongkong, 25th July, 1903. [2116]

DISAPPEARED

SINCE Saturday, the 18th inst., a big yellow POINTED DOG answering to the name of "FRITZ" Licences Number 1141. Anyone returning the Dog to the Undersigned, or giving information as to his whereabouts will be suitably rewarded.

ERNST ARNDT,
Messrs. Arnold, Karberg & Co.
Hongkong, 25th July, 1903. [2114]

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE of CHARLES INGVALD JACOBSEN, late of the Chinese Imperial Maritime Customs Service at Amoy, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Ordinance No. 3 of 1897, made an Order limiting to the 24th day of AUGUST, 1903, for sending in Claims against the above estate.

All Creditors are hereby required to send their Claims to the Undersigned before the said date.

Dated this 24th day of July, 1903.

J. W. NORTON-KYSHE,
Official Administrator.

[2118]

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE of ALBERTO R. ELIAS, late of Victoria, in the Colony of Hongkong, Consul for Peru, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Ordinance No. 3 of 1897, made an Order limiting to the 24th day of AUGUST, 1903, for sending in Claims against the above estate.

All Creditors are hereby required to send their Claims to the Undersigned before the said date.

Dated this 24th day of July, 1903.

J. W. NORTON-KYSHE,
Official Administrator.

[2119]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain Samuel Bell Smith.

DEPARTURE from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M. from Macao (week days) at about 2 P.M. and (Sundays) about 8 P.M.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.

2nd Class \$1.50. Return Ticket \$2.50.

3rd Class \$1. Steerage 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Cabin and Dinner either on board or at Macao Hotel \$5.

Wharf—Opposite Central Market.

The Steamer runs an Excursion Trip Every Sunday in Summer.

SAM. WANG & CO., LTD.,
81, Queen's Road Central.

Hongkong, 25th July, 1903. [2122]

THE HONGKONG WEEKLY PRESS

will be ready on Monday, and will contain—

Leading Articles—

Liberty of the Press in China.

Government and Reform in China.

Law Courts and Post Office.

Law and Malaria Research.

Training of Wives.

The Currency Question.

Chinese Tariff.

Hongkong Legislative Council.

Hongkong Sanitary Board.

A Medical Hospital.

Sir Henry Blake's Term of Office.

Volunteer Promenade Concert.

The New Post Office.

Notes from the Botanic Gardens.

Mr. Chamberlain and Kwangsi Famine Relief.

Proposed Peking-Kalgan Railway.

Canton.

Macau.

Correspondence.

Supreme Court.

Hongkong, Canton and Macao Steam-boat Co., Ltd.

Canton Land Co. Ltd.

S. C. Farnham, Boyd & Co., Ltd.

United Asbestos Oriental Agency, Ltd.

Water Polo.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, \$2.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addressees sent; including postage 34 cents each, or \$1 for three copies, Cash.

Hongkong, 25th July, 1903. [2080]

NEW ADVERTISEMENTS

POLO CLUB GYMKHANA TO BE HELD ON THE RACE-COURSE (W.P.) ON SATURDAY, 1st AUGUST, 1903, AT 4 P.M.

THE following alterations in the published programme are notified:—

COMPETITION No. 3. TENT-PEGGING. Owing to the space available on the grass course being insufficient for teams of three, the conditions of this competition are altered to SINGLE ENTRIES, each competitor being allowed three runs if necessary.

COMPETITION No. 5. BOW AND ARROW RACE, ALTERED TO LADIES' NOMINATION. MARKET GARDEN RACE, the conditions of which are briefly,—Ride up to your nominatrix, hand her a basket, which she will fill with vegetables as per list, hand back to you, remount and ride home; first past the post with proper number of vegetables as per list will win.

Entries close on Saturday at 5 P.M.

£5 covers all events. Single Entries as follows:—Nos. 1, 4 and 6, \$1; each; Nos. 2, 3, 5 and 7, \$1 each.

In making entries please give details:—Race No. 1, Pony's name and height, also rider's name and penalties; 2, Rider's name, 3 and 7, Rider's name, 4, Rider's name, name of horse, and height, 5, Rider's name and name of lady, 6, Rider's name, name of pony and penalties.

A PARIMUTUEL will be held on the course; and by kind permission of Major Radcliffe and Officers 33rd Burma Infantry, the Band of that Regiment will be present.

C. H. ROSS,
Hon. Secretary
Hongkong, 26th July, 1903. [2081]

TO LET.

N. O. 1, BARROW TERRACE, Kowloon.

Apply to—

SAM WANG LAND INVESTMENT AND AGENCY CO. LTD.

Hongkong, 26th July, 1903. [2113]

OCEAN STEAMSHIP COMPANY, LIMITED.

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"HECTOR"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at the Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th instant.

Optimal Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 31st inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3d instant, or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWINE, Agents.

Hongkong, 26th July, 1903. [2112]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents.

Hongkong, 24th July, 1903. [2119]

DON'T BE LATE!!!

AMERICAN WATER MELONS

AND

CALIFORNIAN MUSK MELONS

are now just in season and beat everything on the market. Come quickly or else the season will be over.

CHING SHAN CHAN,

Central Market

Hongkong, 25th July, 1903. [1850]

NOTICE.

THE OFFICERS for SHERWOOD FORESTERS will be "AT HOME" to their friends in their Mess after the distribution of Medals by H. E. Major-General Gaseigne, TO-DAY (SATURDAY), the 25th inst.

Hongkong, 24th July, 1903. [2084]

NOTICE.

THE attention of Householders is drawn to the fact that stagnant pools and collections of water in broken flower-pots, broken jars, &c., standing in their premises are a source of danger to people residing therein, and to warn them that the Sanitary Board intend to treat such as nuisances.

By Order,

G. A. WOODCOCK, Secretary.

Sanitary Board Room,

Hongkong, 14th July, 1903. [2086]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will take place from Belcher's Batteries on TUESDAY, the 28th JULY, 1903.

By Command,

F. H. MAY, Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 26th July, 1903. [2085]

INTIMATION

PROSPECTUS

OF

THE ANGLO-GERMAN

BREWERY CO., LTD.

(To be Incorporated under the Companies' Ordinances of Hongkong, whereby the liability of Members is limited to the amount of their Shares.)

CAPITAL:

MEXICAN DOLLARS 400,000, DIVIDED INTO 4,000 SHARES of \$100 EACH; Of which it is proposed to issue 3,500 Shares for the present.

3,000 Shares have been subscribed for and will be allotted and 3

TO LET

TO LET.

FLATS MORETON TERRACE,
CAUSEWAY, RAY, facing the Polo Ground.
No. 2, REPO TERRACE (in FLATS).
GODOWN BOWRINGTON (PHAYA
EAST).
HOUSES in LEYTON HILL ROAD.
Apply to—
THE HONGKONG LAND INVEST-
MENT & LEVENCY CO., LTD.
Hongkong, 8th June, 1903.

71

TO LET.

TWO GODOWNS, Nos. 2 and 4,
MATHESON STREET, Wan Chai.
No. 5, STEWART TERRACE, PEAK.
Furnished, from 5th June to 31st August, 1903.
"WESTBOURNE VILLA," NORTH
BONHAM ROAD.
For terms and particulars, apply to—
LINSTEAD & DAVIS.
Hongkong, 3rd July, 1903.

1046

TO LET.

FIRST FLOOR No. 8, QUEEN'S ROAD
CENTRAL. Suitable for Offices.
Apply to—
IP LAN CHUEN,
Care of Mr. A. M. Esselby,
Nos. 7 and 9, Zetland Street,
Hongkong, 11th June, 1903.

1069

TO LET.

GROUND and 2nd FLOORS of No. 3,
OLD BAILEY.
No. 10, SEYMORE TERRACE.
And others to suit various requirements.
S. A. SETH.
Land and Estate Broker.
Hongkong, 10th July 1903.

1139

TO LET—WITH IMMEDIATE
POSSESSION.

TWO SUITES of ROOMS in the Ground
Floor of the Hongkong Club Annex,
suitable for Offices.
Apply to the undersigned—
C. H. GRACE,
Secretary.
Hongkong Club.
Hongkong, 18th June, 1903.

1175

TO LET.

66 HARTLEY and "WESTLEY,"
UPPER RICHMOND ROAD.
"STONY BROOK," LOWER RICHMOND
ROAD.
Apply to—
LAU CHU-PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 2nd June, 1903.

1150

TO LET.

TWO SPACIOUS NEW GODOWNS,
very suitable for Dry Goods.
Apply to—
W. LYSAUGHT,
153, Wan Chai Road.
Hongkong, 15th April, 1903.

1163

TO LET—UNFURNISHED.

"COOMBE" MAGAZINE GAP.
Available from 1st April.
Apply—
Daily Press Office.
Hongkong, 16th February, 1903.

1542

TO LET.

NO. 3, DUDDELL STREET, ground
floor. Suitable for Offices or Office
Godown.
Apply—
SOUTH CHINA MORNING
POST," LTD.,
Connangt Road Central.
Hongkong, 27th June, 1903.

1149

TO LET.

**2ND FLOOR, No. 35, QUEEN'S ROAD
CENTRAL;** suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 10th July, 1903.

1181

GODOWN TO LET.

NO. 155, PRAYA EAST. Spacious Two-
storied Godown. Suitable for Yarn or
Cals.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 11th July, 1903.

1188

TO LET.

18, ROBINSON ROAD.
Apply to—
AHMET RUMJAHN,
62, Queen's Road.
Hongkong, 1st July, 1903.

1186

TO LET.

**NO. 2, "MAGDALEN TERRACE,"
MAGAZINE GAP.**
Apply to—
SPANISH PROCURATION.
Hongkong 1st July, 1903.

1173

TO LET.

"TANG YUEN."
BOARDING ESTABLISHMENT.
SUMMER RATES. European Super-
vision. Excellent Cuisine and Accommodation;
Apply—
MANAGERS,
Macdonell Road;
or
FAIRALL & CO. Queen's Road.
Hongkong, 2nd March, 1903.

1184

TO LET.

M. MATTHAEY.
PRIVATE BOARD AND RESIDENCE.
14, QUEEN'S ROAD CENTRAL
(Entrance by Zetland Street),
Opposite Messrs. Kelly & Walsh, Booksellers.
Hongkong, 11th July, 1903.

1187

BOARD AND RESIDENCE.

Mrs. GILLANDERS,
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 29th March, 1903.

1115

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED
ROOMS with Board.
Apply to Mrs. MATTHEW,
2, Pedder's Hill,
Hongkong, 1st June, 1903.

1188

TO LET.

TO BE LET FURNISHED.

"IAN MOR" (West), PEAK ROAD.
Apply to—
MAJOR TUDOR, R.E.,
or
HUMPHREYS ESTATE & FIN-
ANCE COMPANY, LTD.
Hongkong, 18th June, 1903.

[ALL RIGHTS RESERVED.]

V. C.

A CHRONICLE OF CASTLE BARFIELD
AND THE CRIMEA.

BY

DAVID CHRISTIE MURRAY
(Author of "Joseph's Coat," "Rainbow Gold,"
"Aunt Rachel," "Despair's Last Journey," &c.)

Hongkong, 18th June, 1903.

[1902]

TO LET.

"BIRNSFOOT," UPPER RICHMOND
ROAD.
Apply to—
DEACON & HASTINGS,
10, Queen's Road.
Hongkong, 30th October, 1902.

[ALL RIGHTS RESERVED.]

TO LET.

"COSMOPOLITAN" HOUSE (Unfurnished), 13, Large
Rooms, Kit, etc., etc.
Apply—

[ALL RIGHTS RESERVED.]

MANAGER,
Wm. Powell, Ltd.

Hongkong, 30th June, 1903.

[1902]

TO LET UNFURNISHED.

ONE ROOM with Bathroom, Servants
Quarters, etc., suitable for a Bachelor, in
Robinson Road level. Also OFFICE opposite
City Hall.
Apply—

[ALL RIGHTS RESERVED.]

C. H.
Care of Daily Press Office.

Hongkong, 15th July, 1903.

[1902]

TO LET.

NO. 1, CAMERON VILLAS (PEAK).
A Six-Roomed Bungalow in first-class
condition.
Apply to—
LINSTEAD & DAVIS.
Hongkong, 24th June, 1903.

[ALL RIGHTS RESERVED.]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 97
and 98, PRAYA EAST.
Apply to—
H. N. MODY,
Victoria Buildings.
Hongkong, 2nd December, 1902.

[ALL RIGHTS RESERVED.]

TO LET.

SPACIOUS FRONT ROOM, use of Bath-
room and Kitchen. Immediate Possession.
\$20 per month.
Apply—
4, Garden Road, Kowloon.
Hongkong, 20th July, 1903.

[ALL RIGHTS RESERVED.]

TO LET.

NO. 12, CASTLE ROAD.
Nos. 15, 17, 19 and 21, SEYMORE ROAD.
GODOWN, No. 32A, PRAYA EAST.
Apply to—
COMPRODORO DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 10th June, 1903.

[ALL RIGHTS RESERVED.]

TO LET.

2 SPACIOUS ROOMS at No. 15,
BELLISIOS TERRACE, with Bath-
room and Kitchen. Rent very moderate.
Immediate Possession.
Apply to—
S. T. J.
Care of Daily Press Office.
Hongkong, 6th June, 1903.

[ALL RIGHTS RESERVED.]

TO LET.

ONE FIRST-CLASS SPACIOUS
GODOWN at West Point.
Apply to—
"GODOWN."
Care of Daily Press Office.
Hongkong, 16th June, 1903.

[ALL RIGHTS RESERVED.]

TO LET.

Clarke's
Blood
Mixture

"FOR THE BLOOD IS THE LIFE,"

THE WORLD-FAMOUS AND PUNCTURE AND
RESCUE.IS WARRANTED TO CLEAR THE BLOOD from
all impurities from whatever cause arising.For Skin, Scars, Fecund, Sida and Blood
Diseases, Blackheads, Pimples, and Sores of all kinds, it
is a never-failing and permanent Cure. It
Cures Old Sores.

Cures Sores on the Neck.

Cures Sores on the Legs.

Cures Blood and Skin Diseases.

Cures Gout and Rheumatic Pains.

It removes the cause from the Blood.

As this Mixture is pleasant to the taste, and
warranted free from any injurious to the most
diligent examination of either sex, the Proprietors solicit
any to give it a trial to test its value.

It is a real specific for Gout and Rheumatic Pains.

It removes the cause from the Blood.

As this Mixture is pleasant to the taste, and
warranted free from any injurious to the most
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diligent examination of either sex, the Proprietors solicit
any to give it a trial to test its value.

It removes the cause from the Blood.

As this Mixture is pleasant to the taste, and
warranted free from any injurious to the most
diligent examination of either sex, the Proprietors solicit
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any to give it

SHIPPING.

ARRIVALS.
 July 23. FORTESCUE, British str., 2,591, F. S. Cowley, Wellington str., 2,591, F. S. DODWELL & CO., Ltd.
 July 24. HAICHING, British str., 1,267, Passengers, Coast Ports 23rd July, General—DOUGLAS LIPKIN & CO.
 July 24. HECTOR, British str., 3,563, J. W. Walker, Liverpool and Singapore 19th July, General—BUTTERFIELD & SWIRE.
 July 24. KREEMAN, British str., 4,897, D. Davis, Tackoo, Kola and Moji 19th July, General—BUTTERFIELD & SWIRE.
 July 24. LEWA, Norwegian str., from Canton.
 July 24. MAIDZURO MARU, Jap. str., 367, T. Sailor, Alping, Amoy and Swatow 23rd July, General—OKAWA SHOSEN KAISHA.
 July 24. THEA, German str., 734, Oberlehr, Newchuan 14th July, Chefoo 16th and Tientsin 18th, General—CHINESE.
 July 24. TOONAN, Chinese str., from Canton.
 July 24. VICTORIA, American str., 2,112, T. H. Dohson, Tacoma 27th June, General—DODWELL & CO., Ltd.

CLEARANCES
AT THE HONGKONG MASTERS' OFFICE.

24th July.
 Germany, German str., for Amoy.
 Holland, French str., for Hoibow.
 Hongkong, British str., for Hongkong.
 Kinafong, British str., for Colac.
 Macau, German str., for Manila.
 Manila, British str., for Yap.
 Mysing, British str., for Manila.
 Singapore, British str., for Singapore.

DEPARTURES.

24th July.
 HUNGKAN MARU, Japanese str., for Kuchinotzu.
 KAIKOKU, British str., for Holo.
 MAZAGON, British str., for London.
 OCEANA, German str., for Sydney.
 SIEGEL, British str., for Batavia.
 TSURUGISON MARU, Jap. str., for Kuchinotzu.

VESSELS IN DOCK.

24th July.
 ALEXANDER DOCKS—Avenida.
 K. L. COON DOCKS—San Joaquin, Wuchang.
 U.S.A.T. Ingalls, Pusan, Boeulien, Lena.
 COSMOPOLITAN DOCK—U.S.A.T. Seamer.
 SHIPPING REPORTS.
 The British steamer *Hawking*, from Swatow 23rd July, had light S.W. winds and fine weather.
 The British steamer *Keenan*, from Tacoma, Kobe and Moji 19th July, experienced strong S.W. winds with rough sea and fine weather until off Formosa Island; from thence light winds with very fine weather to port.

VESSELS ON THE BERTH

FOR YOKOHAMA, KOBE AND TSINGTAU.
 THE H.A.L. Steamship

"C. FERD. LAEISZ."

Captain Fuchs, will be despatched for the above ports TO-DAY, the 25th inst., at Noon.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong, 22nd July, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"LCONGSANG."

Captain Weigall, will be despatched as above TO-DAY, the 25th inst., at 4 P.M.

This Steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers, Hongkong, 22nd July, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK via PORTS AND SUEZ CANAL (With liberty to call at Philippine Ports).

THE Steamship

"KENNEBEC"

will be despatched as above on or about the 25th instant.

For Freight and further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, Agents.

Hongkong, 23rd July, 1903.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Prentiss, will be despatched for the above ports TO-MORROW, the 26th inst., at 9 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers, Hongkong, 23rd July, 1903.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK via THE SUEZ CANAL

THE Steamship

"VERONA," Captain Spiesen.

will be despatched as above on MONDAY, the 27th JULY; at 4 P.M., to be followed by the Steamship

"BARON DRIESSEN," Captain Laurent,

on or about THURSDAY, the 20th AUGUST, to be followed by the a.s. "NORDKYN" later.

For Freight, &c., apply to SHEWAN, TOMES & CO., General Agents, Hongkong, 24th July, 1903.

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY,

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT, FIRST CLASS ACCOMMODATION, UNRIVALLED TABLE, DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 4th July, 1903.

VESSELS ADVERTISED AS LOADING.

| DESTINATION | VESSEL'S NAME | FLAG | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|--|-----------------|------------|----------------|---|-----------------------|
| LONDON via SUEZ CANAL | BENEDI | Brit. str. | D. Clark | GIBB, LIVINGSTON & CO., P. & O. S. N. CO. | About 26th Inst. |
| LONDON, &c., via PORTS OF CALL | COROMANDEL | Brit. str. | F. J. Fox | BUTTERFIELD & SWIRE | 1st Aug., at Noon. |
| LIVERPOOL | DIOMED | Brit. str. | Thompson | BUTTERFIELD & SWIRE | 20th August. |
| LIVERPOOL | PINGOUIN | Brit. str. | J. W. Wade | NIPPON YUSEN KAISHA | 22nd September. |
| MARSEILLE, LONDON &c., via SPORE, &c. | TAMIA MARU | Brit. str. | Fran. str. | MESSAGERIES MARITIMES | To-day, at 4 P.M. |
| MARSEILLE, LONDON &c., via PORTS OF CALL | POLYNESIA | Brit. str. | J. Jackson | BUTTERFIELD & SWIRE | 28th Inst., 11 A.M. |
| MARSEILLE, LONDON &c., via SPORE, &c. | STENTOR | Brit. str. | M. Townsend | NIPPON YUSEN KAISHA | 4th August. |
| MARSEILLE, LONDON &c., via SPORE, &c. | SANUKI MARU | Brit. str. | M. F. Jackson | BUTTERFIELD & SWIRE | 8th Aug., Daylight. |
| MARSEILLE, LONDON &c., via SPORE, &c. | TIDEUS | Brit. str. | | BUTTERFIELD & SWIRE | 18th August. |
| MARSEILLE, LONDON &c., via SPORE, &c. | KINTUCK | Brit. str. | | BUTTERFIELD & SWIRE | 1st September. |
| MARSEILLE, LONDON &c., via SPORE, &c. | GLAUCUS | Brit. str. | | BUTTERFIELD & SWIRE | 15th September. |
| MARSHALL ISLANDS | P. HEINRICH | Ger. str. | R. Heintze | MELCHERSON & CO. | 29th September. |
| WURZBURG | W. BISZER | Ger. str. | R. Bömer | HAMBURG-AMERIKA LINIE | 6th Aug. |
| BADENIA | H. RÖDEN | Ger. str. | H. Hildebrandt | HAMBURG-AMERIKA LINIE | 12th August. |
| SITHONIA | G. SEYDLITZ | Ger. str. | Mayer | HAMBURG-AMERIKA LINIE | 26th August. |
| KONIGSBERG | H. VON DORHON | Ger. str. | | HAMBURG-AMERIKA LINIE | 29th September. |
| ANDALUSIA | T. SPIESSEN | Ger. str. | | HAMBURG-AMERIKA LINIE | 1st October. |
| VIRGINIA | S. STADALD | Am. str. | | STADALD O.G. CO. | About 25th Inst. |
| VIRGINIA | VIRGINIA | Am. str. | | SHEWAN, TOMES & CO. | 27th Inst., at 4 P.M. |
| SAINT BENEDETTA | SAINT BENEDETTA | Brit. str. | | DODWELL & CO., LTD. | About 8th August. |
| ARABIA | E. OF CHINA | Brit. str. | | CANADIAN PACIFIC R. CO. | About middle Aug. |
| ATHENIAN | A. H. ROBINSON | Brit. str. | | NIPPON YUSEN KAISHA | 5th Aug., at Noon. |
| PIRION MARU | J. F. PANTON | Jap. str. | | DODWELL & CO., LTD. | 28th Inst., at 4 P.M. |
| VICTORIA | VICTORIA | Brit. str. | | | 1st August. |
| NINGCHOW | H. P. HASWELL | Brit. str. | | BUTTERFIELD & SWIRE | 10th August. |
| INDRAPIRA | L. DAWSON | Brit. str. | | PORTLAND & ASIATIC CO. | 14th August. |
| TAIYUAN | W. G. MACARTHUR | Brit. str. | | BUTTERFIELD & SWIRE | 27th Inst. |
| AUSTRALIAN | C. F. FEED | Brit. str. | | GIBB, LIVINGSTON & CO. | 29th Inst., at Noon. |
| CANDIA | F. G. ANDREWS | Brit. str. | | HAMBURG-AMERIKA LINIE | About 25th Inst. |
| TSIMSHIA | T. MUNRI | Jap. str. | | NIPPON YUSEN KAISHA | 7th Aug., at Noon. |
| KAMAKURA MARU | H. PETERSON | Jap. str. | | BUTTERFIELD & SWIRE | To-day. |
| KAMAKURA MARU | J. MURAI | Jap. str. | | OSAKA SHOSEN KAISHA | 31st Inst., Daylight. |
| KUMANO MARU | L. L. BURGESS | Jap. str. | | OSAKA SHOSEN KAISHA | 12th Aug., at Noon. |
| TONKIN | W. B. PALMER | Jap. str. | | MESSAGERIES MARITIMES | 28th Inst. |
| VALLETTA | W. A. WATSON | Jap. str. | | BUTTERFIELD & SWIRE | About 29th Inst. |
| DAIJIN MARU | T. OGATA | Jap. str. | | OSAKA SHOSEN KAISHA | 27th Inst. |
| ANPING MARU | T. Saito | Jap. str. | | OSAKA SHOSEN KAISHA | To-morrow. |
| KWEIYANG | I. Goto | Jap. str. | | OSAKA SHOSEN KAISHA | 28th Inst. |
| WUCHANG | Passmore | Jap. str. | | BUTTERFIELD & SWIRE | 27th Inst. |
| LOONGSHAN | S. SOMMERS | Jap. str. | | OSAKA SHOSEN KAISHA | 31st Inst. |
| ZAFIRO | R. BODGER | Jap. str. | | OSAKA SHOSEN KAISHA | 30th Inst. |
| TAIYUAN | D. RADCLIFFE | Jap. str. | | JARDINE, MATHESON & CO. | To-day, at 4 P.M. |
| SUNGKIAH | E. P. BISHOP | Jap. str. | | SHEWAN, TOMES & CO. | To-day, at 10 A.M. |
| ROHILLA MARU | R. W. ALMOND | Jap. str. | | TOYO KISEN KAISHA | 1st Aug., 10 A.M. |
| MAGAZON | S. HALL | Jap. str. | | D. V. SASSON & CO., LTD. | About 24th Inst. |
| C. APOL | A. STUART | Jap. str. | | NIPPON YUSEN KAISHA | 28th Inst., at 3 P.M. |
| KINSHU MARU | F. L. PYNE | Jap. str. | | NIPPON YUSEN KAISHA | 27th Inst., at Noon. |
| KAGOSHIMA MARU | K. Kuri | Jap. str. | | NIPPON YUSEN KAISHA | 11th Aug., at Noon. |

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR STEAMERS SAVING DAY.

TAMSUI, VIA SWATOW AND AMOY

TAMSUI, VIA SWATOW AND AMOY

ANPING, VIA SWATOW AND AMOY

FOOCHOW, VIA SWATOW AND AMOY

The Co.'s new Steamers are specially designed for the fast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusei Kaisha's steamers from Shanghai.

For Freight, Passage, and other information apply at the Company's local Branch Office at No. 8, Des Vaux Road Central, Hongkong, 24th July, 1903.

T. ARIMA, Manager

115

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD—HAMBURG-AMERIKA LINIE.

STEAMER FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORTS IN THE LEVANTINE, BLACK SEA AND BALTIC PORTS; ALSO

SM. NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS SAVING DAY.

PRINZ HEINRICH

SACHSEN

KIATSHOU

BAYERN

ZIETEN

SEYDLITZ

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

MONTHLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

| STEAMERS | | OUT |
|-----------------------|-------------|-------------------|
| GLASGOW and LIVERPOOL | "NESTOR" | On 28th July. |
| GLASGOW and LIVERPOOL | "TRUCER" | On 30th July. |
| GLASGOW and LIVERPOOL | "NINGCHOW" | On 8th August. |
| GLASGOW and LIVERPOOL | "KINTUCK" | On 13th August. |
| GLASGOW and LIVERPOOL | "PINGSUEY" | On 24th August. |
| GLASGOW and LIVERPOOL | "GLAUCUS" | On 26th August. |
| GLASGOW and LIVERPOOL | "DEUCALION" | On 4th September. |

HOMEWARDS.

| STEAMERS | | TO SAIL |
|-----------------------------|------------|--------------------|
| MAURSES, LONDON and ANTWERP | "STENTOR" | On 4th August. |
| MAURSES, LONDON and ANTWERP | "TYDEUS" | On 18th August. |
| LIVERPOOL | "DIOMED" | On 20th August. |
| MAURSES, LONDON and ANTWERP | "NESTOR" | On 1st September. |
| MAURSES, LONDON and ANTWERP | "KINTUCK" | On 15th September. |
| LIVERPOOL | "PINGSUEY" | On 22nd September. |
| MAURSES, LONDON and ANTWERP | "GLAUCUS" | On 29th September. |

TRANS-PACIFIC SERVICE.

| STEAMERS | | TO SAIL |
|--|-------------|-------------------|
| FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST POINTS, VIA NAGASAKI, KOBE AND YOKOHAMA | "NINGCHOW" | On 10th August. |
| The s.s. "NESTOR" left Singapore on the 23rd inst., a.m., and may be expected to arrive at this port on the 28th inst. | "DEUCALION" | On 6th September. |
| The s.s. "AJAX" left Victoria (B.C.) on the 16th inst. for Japan and Hongkong. | | |
| For Freight, apply to— | | |

BUTTERFIELD & SWIRE,
AGENTS.

10-12

Hongkong, 25th July, 1908.

CHINA NAVIGATION CO.
LIMITED.

FOR

| STEAMERS | | TO SAIL |
|--|-------------|---------------|
| KOBE | "TSINAN" | On 25th July. |
| NINGPO and SHANGHAI | "PAOTING" | On 27th July. |
| MANILA | "TAIYUAN" | On 27th July. |
| TEURSDAY ISLAND COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE | "TAIYUAN" | On 27th July. |
| ILIOILO | "WUCHANG" | On 28th July. |
| SHANGHAI and CHINKIANG | "ICHANG" | On 29th July. |
| MANILA | "SUNGKIANG" | On 29th July. |
| SWATOW, CHEROO and TIENTSIN | "KWEIYANG" | On 30th July. |

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

+ Taking Cargo on through bills of lading to all Chinese and Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCE SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

11

Hongkong, 25th July, 1908.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA PORTLAND, OREGON
OF JAPAN, MOJI, KOBE AND YOKOHAMA PORT
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP TONE CAPTAIN TO SAIL ON
"INDRAPURA" 4,599 A. E. Hollingsworth August 14, 1908
"INDRASAMHA" 5,197 W. E. Craven September 18, 1908
"INDRAVELLI" 4,893 E. P. Craven October 14, 1908
Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to:

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 21st July, 1908.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamship—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

1908

| | | |
|----------------------------------|------------|----------------------|
| R.M.S. "EMPERESS OF CHINA" | 6,000 Tons | WEDNESDAY, 5th |
| R.M.S. "ATHENIAN" | 3,882 Tons | WEDNESDAY, 12th |
| R.M.S. "EMPERESS OF INDIA" | 6,000 Tons | WEDNESDAY, 19th |
| R.M.S. "EMPERESS OF JAPAN" | 6,000 Tons | WEDNESDAY, 26th |
| R.M.S. "TAIWAN" | 4,425 Tons | WEDNESDAY, 2nd Oct. |
| R.M.S. "EMPERESS OF CHINA" | 6,000 Tons | WEDNESDAY, 4th Nov. |
| R.M.S. "ATHENIAN" | 3,882 Tons | WEDNESDAY, 11th Nov. |
| R.M.S. "EMPERESS OF INDIA" | 6,000 Tons | WEDNESDAY, 18th Nov. |
| R.M.S. "EMPERESS OF JAPAN" | 6,000 Tons | WEDNESDAY, 16th Dec. |
| R.M.S. "TAIWAN" | 4,425 Tons | WEDNESDAY, 30th Dec. |

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS "TAIWAN" and "ATHENIAN" 14 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC without change in 27 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval and Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Fair), and the diversity of MAGNIFICENT MOUNTAIN and LAKE SCENERY through which the Railway passes.

THE LINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Peculiar Street.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"
Captain A. Stewart, will be despatched for the above ports on TUESDAY, the 28th inst., at 3 P.M.
For Freight or Passage, apply to DAVID SASSOON & CO. LTD., Agents.

Hongkong, 22nd July, 1908. [2073]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"COROMANDEL,"
Captain F. J. Fox, carrying His Majesty's
Mail, will be despatched from this for Bombay,
etc., on SATURDAY, the 1st AUGUST, at
Noon, taking passengers and cargo for the
above ports.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceeding
direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bathay with transhipment.

Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
bill of Lading.

For further particulars, apply to E. A. HEWETT,
Superintendent.

Hongkong, 22nd July, 1908. [2125]

REGULAR
STEAMSHIP SERVICE TO NEW
YORK

VIA PORTS AND SUEZ CANAL
WITH LIBERTY TO CALL AT PHILIPPINE
PORTS.

PROPOSED SAILINGS FROM HONGKONG

1908. About

"SAINT BEDE"

"MOGUL"

"SATSUMA"

"SHIMOSA"

For Freight and further information, apply to DODWELL & CO. LTD., Agents.

Hongkong, 25th July, 1908. [2125]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above
are prepared to issue THE BRIEF
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with Indo-
CHINA STEAM NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailing from
CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,
apply to DODWELL & CO. LTD., Agents.

Hongkong, 18th July, 1908. [2066]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHE LLOYD.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEY,"
of the NORDDEUTSCHE LLOYD,

having arrived, Consignees of Goods are hereby
informed that their Goods, with the exception of
Opium, Treasures and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 9 P.M.

TO-DAY, the 22nd inst.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 29th July will be subject
to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on Wednesday, the 29th July, at
9.30 A.M.

All Claims must reach us before the 1st
August, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the
undersigned.

NORDDEUTSCHE LLOYD,
MELCHERS & CO., Agents.

Hongkong, 22nd July, 1908. [2125]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"GANDY,"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
10 A.M. TO-MORROW, the 22nd inst.

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INSURANCES

PHOENIX FIRE OFFICE
The Undersigned are now prepared to accept First-class Foreign and Chinese Risks at Current Rates.

DOUGLAS LAPRAK & CO.
Agents for the Phoenix Fire Office
Hongkong, 17th August, 1887.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are Prepared to ACCEPT First-class Foreign and Chinese Risks at Current Rates.

SIEMSSSEN & CO.

Hongkong, 1st July 1895.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO.

Hongkong, 21st April, 1887.

GENERAL MARINE INSURANCE COMPANY, LIMITED, OF DRESDEN.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FOREIGN and CHINESE RISKS.

HOTZ, S'JACOB & CO.

Hongkong, 1st September, 1902.

NORTHERN ASSURANCE CO.

ESTABLISHED 1835.

THE Undersigned Agents of above Company are prepared to accept First-class Foreign and Chinese RISKS against FIRE at Current Rates.

TURNER & CO.

Hongkong, 14th January, 1903.

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security 2,625,712

Total Losses Paid 24,769,140

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

W.M. MEYERINK & CO.

Hongkong, 18th May, 1903.

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, S'JACOB & CO.

Hongkong, 2nd April, 1900.

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSSEN & CO.

Agents.

Hongkong, 1st May, 1892.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY

TOTAL FUNDS AT 31ST DECEMBER, 1902

£16,378,771.

I. AUTHORIZED CAPITAL, £30,000,000

II. SUBSCRIBED CAPITAL 2,750,000

III. PAID-UP CAPITAL 687,500

IV. LIFE FUNDS 2,867,215 11 11

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEFWAN, TOME'S & CO.

Agents.

Hongkong, 19th June, 1903.

[1888]

NOW ON SALE.

IMPERIAL QUARTO ENGLISH AND CHINESE DICTIONARY, WITH THE PUNI AND MANDARIN PRONUNCIATION.

For comprehensiveness and practical service this Work stands unrivaled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given in *extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Puni pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vital margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work the following facts are summarized:—Captain Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete that a reference to its pages enables a person who understands English to communicate effectively with native who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves who explain subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

4 Vols. IMPERIAL QUARTO, Price \$20.

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HONGKONG:

"DAILY PRESS" OFFICE, 14, Des Voeux Road Central.

TALL TALK.

The *China Times* of the 11th inst. has the following:—

A Russian officer stated to a representative of the *China Times* yesterday that in his opinion there would be war at an early date between Russia and Japan.

Are you quite certain about that? asked our representative.

Of course there can be no absolute certainty until war breaks out, he replied. All that I am certain of is that we have made every preparation, and that we shall not retire in including Japan may withdraw from her position, for all I know, and in that case war will be avoided, but we shall not withdraw. We are ready at any moment.

What do you think of the chances of war?

It will be a matter between Russia and Japan. Neither England nor America will fight England has too much at stake. She has to think of her Indian empire, which could be at once invaded. Besides, France would be compelled by the terms of the Dual Alliance to join in, if Russia were opposed by more than one Power. England is just now full of President Loubet and her new-found friendship with France. England would not sacrifice that friendship for twenty Manchurias, nor for Japan. And the Americans are not in the least disposed to fight.

But what do you think of the respective strength of the Russian and Japanese forces?

Russia has been making preparations for months—for years, indeed, but during the past few months the finishing touches have been given. Russia is far stronger in Manchuria. Nothing has been left undone, from the mounting of the heaviest dynamite guns at Port Arthur to the training of Chinese and Manchurian brigades as Russian auxiliary troops. In Corea the Russian forces are being steadily added to.

And the fleets?

The Japanese ships are slightly stronger. Russia has 58 war vessels in Port Arthur; 28 in Vladivostock and eight or ten at Nanchang. Japan has 117 altogether. But how will that help her? Russia has no need to go out to sea. Our ships will stay under the protection of the guns of Port Arthur, which the Japanese ships cannot approach. Besides, we have four submarines, the effect of which has still to be seen. They may be sufficient to account for the whole Japanese fleet. The Japanese have no submarines.

When do you think these questions will be put to the test? When do you expect war to break out?

We expect it now—to-day, always: we are ready at any moment; but if you mean when will it actually come, I cannot say. Nor can anyone. But the conference of Admirals and Generals at Port Arthur has decided that Russia is ready, and must not yield an inch.

His Majesty's Government much regret that the legislation which has recently been passed in Australia has made it impossible for them to be associated in future with the Government of the Commonwealth in any mail contract. They recognize the importance to the cause of Imperial unity of joint action in such matters as postal communication between the mother-country and the great self-governing colonies, and they would not on slight grounds withdraw from such co-operation, but the legislation in question, affecting as it does principally Indian subjects of His Majesty, leaves no other course open to them. By the Matiny Proclamation of 1858 the Crown declared itself bound to the natives of its Indian territories by the same obligations of duty which bind it to all its other subjects and undertake faithfully and conscientiously to fulfil those obligations. It would not be consistent with that undertaking for His Majesty's Government to become parties to a contract in which the employment of His Majesty's Indian subjects is in terms forbidden on the ground of colour only. His Majesty's Government have shown every sympathy with the efforts of the people of Australia to deal with the problem of immigration, but they have always objected, both as regards aliens and as regards British subjects, to specific legislative discrimination in favour of or against race and colour, and that objection applies with even greater force to the present case, in which the question is not of the rights of the white population of Australia as against an influx of foreign immigrants, but merely of the employment of His Majesty's Indian subjects on a contract to be mainly performed in tropical or sub-tropical waters.

Even if the service were one upon which His Majesty's Indian subjects had not hitherto been employed, it would destroy the faith of the people of India in the sanctity of the obligations undertaken towards them by the Crown if the Imperial Government should become in any degree whatever parties to a policy of excluding them from it solely on the ground of colour. But where they have already been employed in the service for a long period of years to prescribe them from it now would be to produce justifiable discontent among a large portion of His Majesty's subjects. His Majesty's Government deeply regret that their feeling of obligation in this matter is not shared by the Parliament of the Commonwealth and that in regard to a matter which cannot affect the conditions of employment in Australia, and in no way affects that purity of race which the people of Australia justly value, they should have considered it desirable to dissociate themselves as completely from the obligations and policy of the Empire.

In the circumstances it now devolves upon His Majesty's Government to consider what arrangements they should make on their own behalf on the expiry of the existing contracts, but at the outset they are confronted with a difficulty. In the event of the Postmaster-General concluding a contract for a fortnightly

AUSTRALIA AND WHITE LABOUR.

A Parliamentary paper was issued last month containing a "despatch to the Governor-General of Australia relating to the exclusive employment of white labour." The despatch, which is dated from Downing Street, April 17, is written by Mr. Chamberlain and deals with the question of the termination or extension of the contracts with the Peninsula and Oriental and the Orient Companies for the conveyance of mails, notwithstanding the fact that coloured crews are employed on such vessels? The last-mentioned section enacts that no contract or arrangement for the carriage of mails shall be entered into on behalf of the Commonwealth unless it contains a condition that only white labour shall be employed in such carriage. The question is whether placing homeward mails on board returning Peninsula and Oriental steamers under Section 69 will be an "arrangement" within the meaning of Section 16 (1). From the marginal note to Section 16 (1), "white labour in mail contracts," and from the terms of the sections of the Act which bear upon the question, it is assumed by His Majesty's Government that the arrangement contemplated by Section 16 (1) is in the nature of contractual arrangements to which the Commonwealth Government is a party, and that the section would not be infringed if under Section 69 mails were put on board a ship with a coloured crew engaged by the Postmaster-General independently of the Commonwealth Government. I shall be glad to learn whether this assumption is correct.

In the telegram from this Department of the 28th January, you were informed that with the exception of your Government the postal administrations which are interested in the present contracts were generally in favour of their extension, if increased speed could be secured, and that the Postmaster-General thought it possible that the desired acceleration could be obtained for the present subsidy, but that as regards the proposed exclusive employment of white labour on the mail packets His Majesty's Government were unable, in accordance with the policy indicated in my despatch to the Governor of Victoria of the 10th November, 1896, to agree to introduce into a mail contract to which they were a party stipulations intended to exclude certain classes of British subjects from employment in the contract vessels. You were further informed that the condition as to the exclusive employment of white labour thus rendered it impossible for His Majesty's Government to co-operate with your Government in a new contract, and that unless that condition could be modified it would be necessary to abandon the idea of a joint arrangement, and to make other plans for an Australian service, and you were asked to report whether, having regard to these considerations, your Ministers still desired the existing contracts to be terminated at the earliest possible date, or whether the Postmaster-General should, without terminating the contracts, endeavour to secure an improved service. But the extreme slenderness of this evidence is not generally grasped. Perhaps the strongest supporter of the theory is Mr. Percival Lowell, who recently fitted out an observatory expedition to Flagstaff, Arizona, and also to Mexico. As a result of his experiment he elaborates Schiaparelli's theory of canals in a manner which no former astronomer has done, and proves to his own satisfaction the existence of a highly intelligent race capable of constructing a vast system of irrigation works. But the structure Mr. Lowell has erected is somewhat roughly demolished by Mr. Arthur R. Hinks in an exceptionally interesting article in the *Monthly Review*. Mr. Lowell is not quite the best man to deal with such a subject with regard to the employment of coloured crews after the 31st January, 1905, would be sanctioned, and therefore adhered to the determination expressed in your despatch of the 9th December last. This announcement left the Postmaster-General no alternative but to give formal notice to both the contracting companies to terminate the existing contracts on the 31st January, 1905, and as you are already aware from my telegram of the 15th instant, such notice was accordingly given.

His Majesty's Government much regret that the legislation which has recently been passed in Australia has made it impossible for them to be associated in future with the Government of the Commonwealth in any mail contract. They recognize the importance to the cause of Imperial unity of joint action in such matters as postal communication between the mother-country and the great self-governing colonies, and they would not on slight grounds withdraw from such co-operation, but the legislation in question, affecting as it does principally Indian subjects of His Majesty, leaves no other course open to them. By the Matiny Proclamation of 1858 the Crown declared itself bound to the natives of its Indian territories by the same obligations of duty which bind it to all its other subjects and undertake faithfully and conscientiously to fulfil those obligations. Then Mr. Lowell's theory is explained. A large polar cap forms late over winter and rapidly melts. This has to supply practically the whole planet with water, and the network of lines upon Mars is certain. But he set out with the idea that Mars was inhabited, and he views the phenomena he notes in this light. This is not a process devoid of danger, and Mr. Hinks shows that it has led Mr. Lowell to draw conclusions with which a more cautious observer would certainly not agree.

The Martians, according to Mr. Lowell, enjoy a climate not more unlike ours than ours is unlike itself in different parts of the world. The air is thin and almost cloudless, and the country is badly watered. Irrigation is necessary to support the population; and the complex system of Schiaparelli's "canals" is the evidence of their irrigation works. Then Mr. Lowell's theory is explained. A large polar cap forms late over winter and rapidly melts. This has to supply practically the whole planet with water, and the network of lines upon Mars is real canals, or rather the broad belt of vegetation bordering the irrigation works. This sounds well until the maps are carefully examined. From an engineering standpoint the theory is absurd or impossible. The canals run in directions which are opposed to all our ideas of irrigation; water would have to run both ways in them, which would be a difficult problem for even Martians to tackle; many of them traverse what are said to be large areas of water-meadow vegetation, which seems a singularly wasteful method of constructing irrigation works; and finally the theory is hoist with a home-made petard in the form of a report from one of Mr. Lowell's assistants that the polar cap is not snow at all but cloud, which of course upsets the great water-supply idea.

But Mr. Hinks goes further than merely pointing out the impossibility of details. He attacks the whole theory. Why should the marks be regarded as artificial merely because they run in straight lines? The moon affords an example of natural geometry on a scale as large as that of Mars. The bright streaks that radiate from Tycho and some of the grander craters have precisely the more remarkable characteristics of Martian canals. There is no explanation of them, though we can examine the moon at close quarters. "It is," remarks Mr. Hinks, "rush beyond legitimate scientific boldness to deny *in toto* a natural explanation for geometrical markings not unlike those on a world more than a hundred times as far away." Not only does he consider Mr. Lowell's case not proven, but he is tempted to add a rider to his verdict that it is much to be regretted that Mr. Lowell's earlier book was written upon evidence which was so incomplete. "To have made the best map of another world is a notable feat. To say that it represents a scheme of intelligent design, and a particular scheme of irrigation, which may not appear workable, but must be so because nothing else has been suggested, is neither good science nor good sense." Mr. Hinks in fact appears to agree with Sir Oliver Lodge's remark in a recent number of the *Commonwealth*. "We sometimes think that the planet Mars is inhabited. Perhaps it is; but I venture to think that on the whole it is probable that we are at the present time the only intelligently inhabited planet in the solar system." —*Times of India*.

In the circumstances it now devolves upon His Majesty's Government to consider what arrangements they should make on their own behalf on the expiry of the existing contracts, but at the outset they are confronted with a difficulty. In the event of the Postmaster-General concluding a contract for a fortnightly

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 23RD JULY, P.M.

| STATION. | Hour. | Baronometer | Sea level Bar. | Wind | Humidity | Direction | Force. | Weather. |
|-------------|-------|-------------|----------------|------|----------|-----------|--------|----------|
| Vladivostok | 2 p. | 29.48 | 70 | — | 0 | — | — | |
| Nemuro | 20.69 | — | — | NW | 2 | — | — | |
| Hakodate | 29.70 | — | — | W | 2 | — | — | |
| Kochi | 29.72 | — | — | W | 2 | — | — | |
| Nagasaki | 29.63 | — | — | W | 2 | — | — | |
| Kogoshima | 29.75 | — | — | W | 2 | — | — | |
| Oshima | 29.80 | — | — | W | 2 | — | — | |
| Naha | 29.51 | — | — | W | 2 | — | —</td | |

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taught workmen. Equal to Home Work

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best and cheapest. Queen's Road
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Road Central.

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Provision and Coal Merchants, Sali-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
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hounds Brand") and Blundell
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Watches and Clocks by competent
European experts at moderate rates.

INTERNATIONAL HAIR-DRESSING
SALON.

THE undersigned has purchased the above
business, and will henceforth carry on
same on his account.

HAIRCUTTING, SHAVING, &c., executed
at reasonable rates by experienced barbers.

Boots, Shoes, Manila Cigars and Cigarettes
on sale at very moderate prices. Slightly
expected a large consignment of best Perfume
and Toilet Requisites from London, Paris and
America which will be offered on sale at very
cheap prices.

V. ATIENZA,
Hongkong, 9th July, 1903. [1987]

FOR SALE.

A DISCARDED STEEL WIRE CABLE.
For Particulars, apply to—
JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong High Level Tramways Co., Ltd.
Hongkong, 17th June 1903. [1736]

QUAN WAH & CO.,
Granite Merchant Contractors.
Dealers in
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Estimates, Designs & Prices of Application
All descriptions of Granite for Export.
Hongkong, 17th October, 1903. [2047]

FOR SALE.

HANDSOME BAY MARE, warranted
sound and very quiet. Accustomed to
carrying a lady.
Apply—
B. M.,
Care of Daily Press Office.
Hongkong, 14th July, 1903. [2015]

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Used and Unused Foreign and Colonial
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in Sets, Packets or Single. King Edward VII
Albums. Catalogues, Hinges, &c., &c., &c.
Inspection invited.

Hongkong, 12th June, 1903. [2011]

M. R. CHADWICK KEW
DENTAL SURGEON,
No. 39, QUEEN'S ROAD CENTRAL
Office Hours—9 A.M. to 5 P.M.
Hongkong, 16th June, 1903. [1721]

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THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sundays
excepted to receive and deliver perishable goods.

W. M. PARLAME, Manager.
Hongkong, 18th November 1901. [65]

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GENERAL EXPORTERS.

DEALERS IN
DIAMONDS, PEARLS
PRECIOUS STONES, SILKS, IVORY
WARES, EMBROIDERIES AND
CHINESE CURIOS.
Wholesale and Retail. Prices very moderate.
No. 39, QUEEN'S ROAD CENTRAL
(Opposite Messrs. C. J. GAUFF & CO.),
Hongkong, 16th May, 1903. [112]

BANKS

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SUBSCRIBED £1,125,000
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RESERVE FUND £6,000

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INTEREST allowed on Current Accounts at
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On Fixed Deposits—

For 12 months, 4%.

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